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Deputy Executive Director

BAY AREA TOLL AUTHORITY (BATA)
OVERSIGHT COMMITTEE
November 4, 2009
MINUTES

Attendance

BATA Oversight Committee Vice Chair Chris Daly, convened the meeting at 1:30 p.m. In addition to Vice Chair Daly, the following Committee members were in attendance: Tom Bates, Dave Cortese, Federal Glover, Steve Kinsey, and Bijan Sartipi, other Commissioners in attendance: Dean Chu, Dorene Giacopini, Ann Halsted, Sue Lempert, Jake Mackenzie, Jon Rubin, Jim Sperring, Adrienne Tissier, Amy Worth, and Ken Yeager.

Consent Calendar

Two (2) items were unanimously approved on the Consent Calendar.

Minutes of the October 14, 2009 meeting

Meeting minutes of the October 14, 2009 were approved.

BATA Financial Statements – September 2009

The Committee received the September 2009 BATA Financial Statements.

Public Hearing on Toll Schedule for Bay Area Bridges

BATA Oversight Committee Vice Chair Daly opened the public hearing regarding potential amendments to the Toll Schedule for state-owned bridges in the Bay Area. The public hearing is to receive public comments on a potential increase in the toll rates for the seven state-owned toll bridges in the San Francisco Bay Area. This public hearing is to receive testimony regarding the proposed toll increase options. The hearing today is the first of three public hearings on the proposed toll increase. There will be a hearing on November 17th in San Mateo and another on December 3, 2009 in Concord. In addition, members of the public are invited to submit written comments via e-mail to tolls@mtc.ca.gov as well as by regular mail or fax. Written comments will be accepted until 4 p.m. on Monday, December 21. An online survey about the toll increase options will be on the MTC Web site at www.mtc.ca.gov. At this time, it is expected that BATA staff will present a recommended toll increase option at the December 9 meeting of the BATA Oversight Committee, and the Committee is scheduled to take action on the toll increase at its January 13, 2010 meeting. The full Bay Area Toll Authority is scheduled to take action on the toll increase at its meeting on January 27, 2010. If approved, the toll increase would go into effect on July 1, 2010.

Mr. Andrew Fremier, Deputy Executive Director, and Mr. Rod McMillan, BATA staff, presented to the Committee for its information the reasons an increase in toll rates on the state-owned toll bridges is needed and options for increasing the toll rates. A toll increase on the bridges is needed for three primary reasons 1) to fund the seismic retrofit of the Antioch and Dumbarton Bridges, 2) to offset reduced revenues due to declining traffic volumes on the bridges, and 3) to fund increased costs of our debt financings. The estimated new funding to complete the seismic program, including the seismic retrofit of the Antioch and Dumbarton bridges is \$160 million in new annual revenues. In regards to increasing toll rates, there are three options presented for initial consideration, as follows:

- Option #1 – \$5 toll for 2-axle autos, \$3 toll for carpools, and a \$6 per axle toll for trucks.
- Option #2 – \$5 toll for 2-axle autos, maintaining toll free passage for carpools, and a \$10 per axle toll for trucks.
- Option #3 – Same as Option #1 for 6 Bridges, and congestion pricing for the Bay Bridge, which includes a \$6 toll for autos in the peak period, \$4 toll for autos in the non-peak, and a \$5 toll for autos on weekends.

Added information was provided that responded to specific questions that Committee members raised at the October 14, 2009 BATA Oversight Committee meeting in regards to the potential toll increase. The information included truck use by bridge, the history of truck toll rates as compared to the toll rates for autos, the use of current toll revenues, the specific use and amounts of the new funds that would be generated from a toll increase, the estimated travel reduction impacts of congestion pricing on the Bay Bridge for various toll scenarios, and data regarding the affordability of higher peak tolls for Bay Bridge motorists.

Five members of the public provided testimony in regards to the potential toll increase for the state-owned bridges, summarized as follows:

- Jim McGraff: Supported the concept of congestion pricing and raised concerns about the use of toll funds for ferry services.
- Charlie Cameron: Provided information about the Verrazano Bridge in New York and supported the use of public transit.
- Robert Rayburn, East Bay Bicycle Coalition: Expressed support for consideration of a combination of a Regional Measure with a Seismic Surcharge to be able to fund other projects, such as bike access on the West Span of the Bay Bridge.
- Alan Oskowski, Roger's Trucking: Raised concerns about the magnitude of the increase for trucks included in the toll increase options that are under consideration.
- Carly Pane, Transform: Prefers the option that does not have a charge for carpools and generally supports the concept of congestion pricing on the Bay Bridge, but supports the congestion pricing option being coupled with no charge for carpools.

In response to Committee member requests, staff stated that at the Committee's next meeting they would provide additional analysis, including:

- Data in regards to charging trucks a higher toll for peak travel.
- Added analysis of who uses the bridges, including
- Added information in regards to how the existing toll funds are used.
- Added analysis in regards to congestion pricing, including a \$7.00 peak toll and \$4.00 non-peak toll and a \$7.00 peak toll and \$5.00 non-peak toll, which would make the non-peak toll consistent with the bridges.
- Data regarding carpool use in other areas.

Regional Measure 1 (RM 1) and Seismic Retrofit Project (SRP) Monthly Progress Report

Mr. Peter Lee, BATA staff, indicated that the RM 1 and SRP Monthly Report would be mailed to the Commissioners at a later time due to the Committee meeting having been moved up a week the reports were not ready to distribute at the meeting.

Other Business/Public Comment/Next Meeting/Adjournment

There being no further business or public comment, the meeting was adjourned at 2:56 p.m.